

### DELAY SETTLEMENT OF CLOTHING STRIKE

Agreement Awaits Action of Hillman, Head of Amalgamated Workers.

### ACTION DUE ON TUESDAY

Manufacturers Hope for Terms to Forestall Senate Investigation.

Final action in the proposed settlement of the clothing workers' strike was put over yesterday until Tuesday, when Sidney Hillman, general president of the Amalgamated Clothing Workers, is expected to sign or reject the agreement which Max D. Stauer, representing the members of the Clothing Manufacturers' Association who are willing to settle the strike, has prepared. Mr. Hillman and other members of a joint committee were to meet at Mr. Stauer's house yesterday, but changes in certain important details of the written agreement made it necessary to postpone the meeting. The agreement in its final form was sent to Mr. Hillman yesterday afternoon.

While the manufacturers who have agreed to compromise with the union, and thus end the five months' strike, are anxious to end the negotiations and open up work in their shops this week, they are insisting that the opportunity to reopen and start work under the same conditions must be open to all clothing manufacturers in the city regardless of membership in the manufacturers' association or participation in the present negotiations.

That proposal is made in the hope of reuniting the clothing manufacturers, now split into two factions, those who are willing to negotiate and those who emphatically oppose all negotiations with the Amalgamated. Union officials believe such an agreement will indefinitely postpone an investigation of the clothing industry which the Senate purposes and which has been laid over until present negotiations are completed. Union officials have no desire for an investigation, which would disclose the existence and significance of conditions which THE NEW YORK HERALD revealed last week. Those matters relate especially to an elaborate graft system in which both manufacturers and union officials were involved here, in Rochester, Boston, Baltimore, Philadelphia and Chicago. The extent of that graft is said to run up into enormous sums in every clothing centre and the necessity for it under the prevailing conditions contributed largely to the high cost of clothing.

A Senatorial investigation would also reveal, it is said, that the cost of the present strike, reaching into millions of dollars since it began last December,

has all come out of the public's pockets in the shape of high prices for clothing. The Amalgamated alone has raised over \$1,000,000 in contributions from workers outside New York city. Every Amalgamated member who has worked here during the strike has been compelled to give up 20 cents on every dollar earned on the strike fund.

A 15 per cent. reduction of wages to all workers except the cutters, who are to be stabilized at \$51 a week, and a 12 per cent. increase in production are the chief terms of the new agreement, which renews the closed shop and arbitration features of the agreement which lapsed August, 1920. The increased production will be brought about by raising the average standard for week's production of all workers, by shops or sections, not by individuals. That clause does not meet with much sympathy from the workers themselves, who can see no object in taking less wages for producing more clothing.

Advice from Washington yesterday quoted Senator Borah as saying that while he had consented to a postponement of final action upon his investigation resolution, at the request of a committee representing the Amalgamated, he would not permit the resolution to be dropped. Senators Moses and Kenyon are also determined to press for the investigation.

#### THIS IS POPPY SUNDAY.

This is "Poppy Sunday" in all the churches. The flower that "blows in Flanders' fields" will decorate many pulpits, and pastors in their Memorial Day sermons will urge their congregations to wear poppies as a tribute to the soldier dead. The flower has been adopted by the American Legion, G. A. R. and other societies, and has become the national memorial emblem.

### RAILROAD WORKERS VOTE FOR UNIONS

Lehigh Valley Men Reject Plan to Be Represented in Conference by Individuals.

David Mackay, general chairman of the Lehigh Valley Railroad for the Brotherhood of Railway and Steamship Clerks, Freight Handlers and Station Employees, announced last night that in the vote just taken of 15,000 employees of the road, 79 per cent. had declared in favor of their respective unions to represent them in their series of conferences about to begin for the adoption of a new working agreement on the sixteen points laid down by the United States Railroad Wage Board.

Only 10 per cent. of the vote was in favor of men employed by the com-

pany being designated to represent the great body of road employees. And 11 per cent. of the entire vote, according to the same announcement, was thrown out as void by action of the Lehigh Valley officials and agents of the unions, who made a joint canvass of the vote.

Voting on the Lehigh Valley began last Sunday, when two special trains, the "referendum specials," started out, one from Jersey City and the other from Buffalo to canvass the employees along the line.

It was announced last night by the United Brotherhood of Maintenance of Way Employees that 22,000 employees on the Delaware, Lackawanna and Western Railroad had voted in favor of their unions representing them in the conferences.

Leaders of the union said a big fight was expected on the Pennsylvania Railroad, with its 275,000 employees. According to this statement, W. W. Atterbury, vice-president, sent out circulars recently advising the employees to vote in favor of being represented at the conferences by individual representatives chosen from among employees of the Pennsylvania system rather than by the union leaders.

### INDUSTRIAL CREED OPPOSED BY UNIONS

Intended to Smash Back of Organized Labor, Is Cry of Union Officials.

Special Despatch to THE NEW YORK HERALD. NEW HAVEN, Conn., May 28.—The action of the New Haven Chamber of Commerce in adopting a so-called industrial creed which calls for the open shop in this city and hours suited to each particular type of employment drew condemnation from labor leaders here.

Patrick F. O'Meara, president of the Connecticut Federation of Labor, pointed out that the New Haven chamber was following in the wake of other chambers throughout the country.

"This industrial creed was written in

concert by the national chamber and the representatives of other chambers which compose that organization," he said. "Organized labor in New Haven several weeks ago showed their opinion of the industrial policies of the chamber here when its representatives belonging to that organization resigned. The adoption of the creed calling for the open shop and day of varying length to suit different types of employment is only another step in the direction in which they have been drifting a long time."

At the headquarters of the State federation other labor leaders denounced the chamber's action.

"The Chamber of Commerce professes to be an organization which is anxious to help the city in every way," said one of them, "but this adoption of the industrial creed is conclusive proof that the chamber strives to be helpful to but one class—the employers."

For several months the local chamber and organized labor here, as represented by the New Haven Trades Council and federation officials who are resident here, have been drifting apart. Back of the rupture is the fight for an open shop—the

American plan, as its proponents call it—which began last autumn.

Labor leaders say that the industrial creed is hopeless, inasmuch as it is directly opposed to collective bargaining, which is the principle upon which labor unionism is founded.

**REPEAL OF GUARANTEE TO ROADS IS URGED**

PHILADELPHIA, May 28.—Repeal of the Government's guarantee of 5½ per cent. return to the railroads was urged to-day by the traffic committee in its report to the American Manufacturers Association at its closing session here to-day.

The report declared Government control of railroads during the war "increased transportation charges \$2,500,000,000, of which \$250,000,000 accrued to labor."

Allen F. Johnson, New York, the retiring president, urged conservation of natural resources. He said the nation's business is gradually getting back to normal. Col. Lawrence D. Tyson, Knoxville, was elected president.

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